III. RESEARCH DESIGN

The research design for this project focused upon analysis of Smyrna's historical development as compared to other known and predicted survey results, in which property types relating to Urbanization and Early Suburbanization are located in regional proximity to major thoroughfare and automobile routes. Smyrna's proximity to U.S. Route 13, as well as the historic pattern of local and regional growth, led to a predictive expectation that a variety of property types relating to Urbanization and Early Suburbanization 1880–1940+/-, as well as later related permutations of those property types, would be located in the proximity of Smyrna. However, given the primarily agricultural character of the community and region, it would be reasonable to expect a light scattering of older agricultural property types from the early nineteenth century which demonstrate rural and proto-urban organization, as described in the theme Industrialization and Early Urbanization 1830–1880+/- for the Upper Peninsula in *Historic Context Master Reference and Summary*. However, given the rate of expansion of property types associated with the theme Urbanization and Early Suburbanization 1880–1940+/-, which often took place at the expense of earlier property types, it could be concluded that later, non-agricultural residential and commercial property types related to the later theme would be the most prevalent within the APE. Additional contexts were located and research which provided specific criterion for the evaluation of these property types.

This information is presented according to the *Delaware Comprehensive Historic Preservation Plan* (Ames et al.). This historic context information assists in determining the significance of a particular property.

Geographic Zone: Upper Peninsula

Chronological Period(s): 1880-1940+/-, Urbanization and Early Suburbanization

Historic Themes and Property Types:

Settlement Patterns and Demographic Change
- Urban Sites–Form–Grid Plans
- Urban Sites–Districts–Residential Districts–Single
- Rural farm sites–farmhouse

Architecture, Engineering, and Decorative Arts
- Architecture and Building–Late Victorian–Queen Anne

Retailing and Wholesaling
- Stores
- Repair Shops

Transportation and Communication
- Transportation Routes–Land–Road and Highways–Service Stations

Early Suburbanization

There are several established contexts and secondary scholarly studies which prove useful in identifying and evaluating property types related to Urbanization and Early Suburbanization. Background information regarding the theme of Urbanization and Early Suburbanization in the Upper Peninsula is found in the statewide *Historic Context Master Reference and Summary* as well as the *Delaware Comprehensive Historic Preservation Plan*. Both of these statewide summaries provide preliminary information regarding both the theme and property types. The use of the regional context, *Suburbanization in the Vicinity of Wilmington, Delaware, 1880-1950+/-*, and the draft National Register bulletin *Context and Guidelines for Evaluating American's Historic Suburbs for the National Register of Historic Places*. These two contexts provide specific information on the chronological development of associated property types and specific evaluation criteria for residential property types associated with regional and national suburbanization in the early twentieth century. In addition, two additional contexts, *Cultural Resource Survey of U.S. Route 113, Milford-Georgetown, Sussex County, Delaware* and *Facilities for Motorists, 1900-1940 Historic Context Study & Property Type Analysis* also provided specific contextual information on the development of commercial suburban roadside architecture in the early to mid-twentieth century. In addition to descriptions and evaluation information in the above contexts, several standards texts were used in the identification and evaluation of associated property types (including John Margolies' *Pump and Circumstance*, Gwendolyn Wright's *Building the Dream: A Social History of Housing in America* and Virginia and Lee McAlester's *A Field Guide to American Houses*). Together, these resources provided sufficient information to make informed, contextual evaluations of significance for particular associated property types.

Ames et al. note that research gaps may exist in contextual information that specifically discusses early suburbanization.

> To date, scholars have made only limited efforts to conduct a systematic examination of the process of suburbanization, especially as it occurred prior to 1940. While considering portions of the sequence by which large parcels of farm land were transformed into suburban lawns and home sites, no study has pursued a step-by-step analysis of the process from the acquisition of rural acreage to its division into blocks, then lots with roads, the provision of utility, water, and sewerage services, the building of houses, and finally its residential occupancy (5).

The *Historic Context Master Reference and Summary* also notes that, in the discussion of "Architecture, Engineering and Decorative Arts" for the Early Suburbanization period of the Upper Peninsula, that "Examples of property types for this theme include bungalows, and suburban tract housing. This theme requires more intensive research and the identification of property types." (Ames et al 12) In addition, the Context Master Reference notes the relative lack of previous regional documentation for this theme. "The greatest architectural growth occurred around the edges of most towns in the form of extended residential neighborhoods in an early suburban settlement patter. …Architectural integrity should be critically evaluated for all historic cultural resources from this period. This is the period for which there is the least amount of comprehensive cultural resource survey documentation" (Ames et al, 34-35). While some

useful information has been produced (following the production of the Master Reference) in studies and contexts regarding the identification and evaluation of property types related to Early Suburbanization, additional future research will continue to further our understanding of the significance of this theme.

Identifiable themes and sub-themes related to Early Suburbanization are:

- Architecture, Engineering and Decorative Arts
  - Examination of both sub-divisions and dwellings
- Settlement Patterns and Demographic Change
  - Restrictive covenants and attempts to engineer populations
  - Idealized domestic lifestyles
- Transportation and Communication
  - Suburban form, design and location is related to the development of different transportation systems
- Finance
  - The development of federal funding (FHA) is related to the growth of large-scale subdivisions

The theme Urbanization and Early Suburbanization for the Upper Peninsula relates a substantial period of population growth to the expansion of standardized building forms which were built on the periphery of urban areas. Often, these suburban settlements were situated near major transportation corridors. As automotive travel became more popular and standardized in the early twentieth century, an outer ring of suburban residential and commercial building types evolved in specific response to the automobile. Automotive travel collapsed the previous separations of distance, allowing for agricultural goods to be more quickly transported to urban markets and for urban residents to easily commute to outlying residential developments.

Specifically, the Upper Peninsula experienced transformation in both agricultural economy and residential community. "The advent of the automobile and accompanying road improvements intensified the markets for truck farming, enabling many farmers to carry their own goods to street markets in Wilmington and Philadelphia, bypassing commission merchants" (Herman 35). Although truck farming offered increased advantages to individual farmers, it also signaled the rise of a fundamental change in land-use patterns for Upper Piedmont areas such as Smyrna, which were proximate to both major transportation routes and urban areas. Early suburban residential development paralleled a fall in agricultural land values.

> The region was no longer so completely dependant upon farming for the economy, although the majority of the land was still used for farming. . . . Although early suburbanization began around established towns, the large-scale pattern of suburban development was to be a product of the post-World War II era. . . . The result [of falling agricultural land values] that many farm families were reoriented to a less profitable (but financially less risky), diversified agricultural pattern stressing the cultivation of cereals, truck crops, and dairy products. Examples of property types for this theme include the removal of hedge rows, loss of agricultural structures, peripheral town growth, and early suburbs (Herman 36).

Early peripheral town growth and the remnants of agricultural properties would later both be subsumed by the strong tide of postwar suburban development. As suburban development in the Upper Peninsula took place on top of land already developed for agricultural uses, the resultant mix can provide a broader historical view. Kent and Sussex counties did not experience substantial change between 1790 to 1940:

> This would suggest that changes in historic resources related to settlement patterns and demographic change occurred slowly on the landscapes of Kent and Sussex counties–old settlement patterns were reinforced rather than being displaced, and new development was integrated with the old, creating a historic landscape of incremental change (Herman 44).

As agricultural spaces declined in value, or were unable to compete with rising residential suburban land values, larger tracts of farmland were divided up into smaller parcels and sold to developers and residents. Early suburbanization would be marked by subdivisions, a collection of planned residential property types laid out in a deliberate pattern. The growth and evolving form of subdivisions would parallel the rise in automotive travel. In the first stage, suburbanization was relatively modest in scale. Early residential subdivisions served as precursors for the larger interwar and postwar settlement. The first stage of Early Suburbanization, from the late nineteenth century to the 1940s, was marked by the development of belts of proximate but lower density residential communities dependant upon urban development. "In this stage, the rate of suburbanization was modest and the central city remained dominant. It was in this stage that the subdivision was developed and refined" (Chase et al. 2).

Ames defines this early automobile-driven suburbanization in a larger context of transportation-related settlement (and distinguishes between rail and automotive transportation systems), noting that the "the third stage of suburbanization was launched by the introduction in 1908 of the mass-produced automobile by Henry Ford. Its rapid adoption by Americans led to the creation of the automobile-oriented suburb of single-family houses sited in subdivisions that became the quintessential American landscape of the twentieth century" (Ames 6).

Even the earliest suburban dwellings were influenced by industrial processes. Their designs were often adapted from widely-published plans. Much of the actual craftsmanship which characterizes suburban and semi-rural dwelling of the late nineteenth and early twentieth centuries was in fact machine-made. The use of industrial processes was critical in the development of suburban residential communities. Not only did mass-transportation and mass-produced automobiles transport residents to the emerging suburbs, but their dwellings themselves were industrial products.

> By the late 1870s, most of the supposedly individualized craftsmanship on a Victorian house consisted of ornament that had been made in a factory, shipped to the site along the railroad routes, and then tacked or glued into place by a carpenter. The new industrialism did encourage extravagant, even garish, display, as many architects charged, because it

> made abundant ornament accessible to American builders and homeowners of all classes (Wright 102).

Developers, railroads and financing agencies frequently drew upon naturalistic images which promised domestic freedom from urbanized (and standardized) society in their published promotions. However, such individualism promised in both late Victorian-era housing and later associated residential property types was created using "templates."

> In many ways, the Victorian dwelling embodied both an ideal and its antithesis. These supposedly individualized and expressive homes depended on industry for their naturalistic effect and their wide availability. New machinery accelerated and systemized the production of construction materials. Using exacting templates, factory workers now cut flat, recessed panels or rough blocks of stone for foundations and facades. Brickworkers also shifted to machine production (Wright 100).

Builders and promoters of early suburban settlement used rural landscapes (much of it former agricultural land) as a means of promising individual freedom to a mass audience. Early Victorian-era suburbs (and their later twentieth century successors) were sold as natural and healthy antidotes to a crowded and urbanized industrial life.

> Builders claimed that architecture could assert almost as much natural imagery as the landscape itself. They considered the irregular shape of a house as a sign of organic complexity, and writers of popular literature echoed that sentiment. Rough limestone, wide clapboards, cedar shingles, green parina on slate tiles, all used for a single façade, gave the look of natural materials and venerable aging to a new house. . . . Porches, too were being handled in a new way to accentuate the house's relationship to the natural environment (Wright 106).

The new Victorian-era suburban house was presented as an integral component of a well-ordered natural life, seemingly opposed to "unnatural" and unsanitary urban life. Accordingly, key character-defining features include both mass-produced features as well as elements (such as porches and shared common "green space"), which may refer to naturalistic elements.

As the automobile grew in popularity and affordability–and as infrastructure improvements continued to shorten the distance and distinction between urban and suburban space, the earlier suburban building boom continued to expand upon previous development forms and property types:

> The early 1940s marked the prelude of a suburban building boom that would house veterans returning from World War II and was continued by post-war economic and population growth. This building in the periphery of American cities produced a far reaching change in American urban settlement patterns by creating a distinctive, dispersed suburban landscape. . . . The growth of suburbia after World War II reflected significant cultural, social and economic trends in twentieth-century American society (Wright 102).

Ames notes that in the development in suburban property types may be directly associated with transportation improvements.

> The fourth and largest surge of suburbanization in the United States came after World War II and was fueled by advances in transportation technology and a demographic event, the Baby Boom, coupled with a housing shortage. This most rapid spread of suburbs in the nation's history was facilitated by freeway construction culminating in the interstate highway system. The post World War II suburban housing, manifested in the so-called freeway or bedroom suburbs, were further creations of rubber tire transportation, as trucks joined cars to support growing commercial and even industrial activities at the city fringes. In this period, Federally subsidized housing mortgages, especially for veterans, greatly spurred the growth of homeownership (Wright 101).

Mortgage companies, developers and later federal housing programs played an important role in encouraging suburban growth as funding was made more readily available through the development of a formalized credit system.

Subdivisions

Ames notes that early residential suburban settlement is identifiable as being visually distinctive from the character of an urban setting. "Thus historical suburban development is defined by its locational relationship, when constructed, to the built-up city, not the legal city, and by the character of its landscape in contrast to that of the city" (2). Development began to appear upon the fringe of urban growth, as:

> The advent of the automobile produced major changes in the landscapes of the Upper and Lower Peninsula as well. The construction of Route 13 in the 1920s and the improvement of secondary roads reoriented overland transportation networks, collapsed the distances between town and back county, and reconfigured towns be renovating strong commercial centers and creating industrial fringes. As the town's populations grew, so did their physical size, resulting in new residential neighborhoods. . . . Property types associated with this period include powder and chemical factories, planned residential communities, bungalows, trolley lines, paved roads, gas stations, removal of hedge rows, resort hotels and breakwaters (Chase et al. 51-52).

Early suburbanization is defined by the development and evolution of suburban residential subdivisions. The subdivision itself may be considered a distinct property type, however, subdivisions also consist of a collection of distinguishable residential property types. Subdivisions themselves may be defined as a property type by defining and identifying four characteristics which relate to overall spatial form:

> In defining subdivisions as a property type, four characteristics were developed from the fieldwork:
>
> - The degree to which streets in the subdivision are straight or curving;
> - Whether the subdivision is made up of only one or two streets or three or more;

- Whether the access is limited to a single road into the subdivision; and
- The degree of architectural variety among subdivision dwellings (Chase et al. 13).

Subdivisions, indicative of suburbanization, evolved in response to the city. Earlier subdivisions simply repeated the urban linear grid across a more expansive (and formally agricultural) landscape. "By the turn of the century, however, improved technology had lowered both transportation and building costs, thus enabling ordinary wage earners to relocate to the suburbs and still hold city jobs" (Chase et al. 18). The early suburban setting was somewhat more analogous in general form to urban life. At first, subdivisions did not feature the unified planning which is often associated with their development.

> In the opening decades of the century, once the land had been divided into lots, prospective residents purchased land on which to build and fully paid for the land before proceeding to arrange with a contractor for the construction of their houses. At the same time, some contractors themselves, who were ordinarily a different group form the land developers, acquired land on which to erect houses not for their own occupancy but for sale. This enterprise was frequently on a small scale. . . . During later decades, the roles of land developer and building contractor began to merge (Chase et al. 24).

As the developer and contractor began to become more alike, developers also often sought to impose restrictive covenants, aesthetic and social controls. In the late 1920s, subdivisions began to look and act more distinctive than urban forms, and evolved as a distinctive property type. (Chase et al. 19) New restrictions and the introduction of unified design and construction provided another distinctive characteristic of subdivisions. Lot size was standardized–though lots ranged in size. While the smaller, grid suburbs peaked in the early 1910s, the increased use of automobiles–in addition to market demand for residential spaces more responsive to their rural or agrarian settings–curvilinear street plans began to define the residential subdivision. While the earliest subdivisions featured only one or two streets, usually without controlled entrances, the evolving subdivisions of the 1920s and onward featured more streets with a scenic character. "The increased use of curving rather than straight streets may be at least partially explained as a method of providing a more scenic appearance for a subdivision and of insuring that motor traffic moved through residential areas at a suitably slow pace" (Chase et al. 27). Such early traffic calming measures are another indication of the strong ties between property type characteristics of subdivisions and automotive transportation.

It is therefore possible to define sub-categories of suburban streets through a matrix which analyzes both the overall form and plan, as well as for the variety of architectural types found within the subdivision. Accordingly, suburban subdivisions with multiple straight streets and a high architectural variety were the most typical variation surveyed by Chase et al. in over 150 suburban subdivisions in the vicinity of Wilmington. Often, these subdivisions were built according to one of three plans:

> Multiple straight streets/multiple access roads/high architectural variety was the most common of the property types found among the subdivisions [featuring an urban linear grid, built over a long period of time];

> Multiple straight streets/multiple access roads/moderate architectural variety was the second most common subdivision property type [featuring a grid pattern, shorter construction time]; or
>
> Multiple curving streets/multiple access/moderate architectural variety [less common] (Chase et al. 33).

Many early subdivisions were platted or started but never completed for decades. As developers assumed the role of builder, and the market for subdivisions expanded, the length of construction time decreased considerably. Newer suburbs were built faster, and with less of a variety of housing styles:

> There has been a general decline in the variety of architecture found in all the hundreds over the half century examined. Due to the limited availability of financing for construction, dwellings in the earliest subdivisions were constructed over a long period of time, in many cases over several decades. This resulted in a high degree of variety, since houses from different periods tended to follow changing fashion (Chase et al. 30).

While later subdivisions featured more distinctive street patterns, earlier subdivisions featured a greater variety of housing property types.

Individual Property Types

In addition to forming part of a larger subdivision, residential buildings found in subdivisions are distinguishable property types in their own right. Accordingly, these different property types feature slightly differing character-defining characteristics–though all property types are related to the larger theme of Urbanization and Early Suburbanization in the Upper Piedmont. American residential buildings of the early twentieth century are inclusive of a myriad of building types, including an array of revival styles as well as popularized versions of modern design. For evaluative purposes, several residential property types often found in Delaware's twentieth-century subdivisions, are described:

> **Queen Anne**
>
> Dominant from 1880-1900, Queen Anne residences often featured a "Steeply pitched roof of irregular shape, usually with a dominant front-facing gable; patterned shingles, cutaway bay windows, and other devices used to avoid a smooth-walled appearance asymmetrical façade with partial or full-width porch, which is usually one story high and extended along one or both walls." (McAlester 239) Queen Anne buildings were also distinguishable for their differences in the shape and patterns of decorative – by employing such detailing devices (including texture variations, porches, towers, surrounds, and decorated gables) Queen Anne residences avoided flat wall surfaces wherever possible (McAlester 264).

Folk Victorian

Folk Victorian residences were also popular in the late nineteenth century, and typically featured a symmetrical façade and cornice-line brackets. Folk Victorian residences also featured porches with spindlework detailing (turned spindles and lace-like spandrels) or flat, jig-saw cut trim appended to National-Folk (post-railroad) house forms; symmetrical façade (except gable-front-and-wing subtype); cornice-line brackets are common (McAlester 309).

Chase et al. define several distinguishable building types typically found in fieldwork for Delaware's subdivisions: The Four Square, the Colonial Revival, the Dutch Colonial, the Bungalow, the Side-Gable Cottage, the Cape-Cod Cottage, the Front-Gable Cottage, the English Tudor Cottage, Spanish Revival, and Modern. In addition, Virginia and Lee McAlester, in a broad national study of American residential building types, identify other, later (post-war) styles, including Minimal Traditional, Ranch, Split-Level, Contemporary, and Shed. These styles may reasonably be expected to be found in a twentieth century residential subdivision. Several styles and types deserve additional consideration:

Side Gable Cottage

So plain that the style lacks a distinctive name, it was nonetheless marketed by catalogues for approximately ten years between 1915 and 1925. . . . The simplicity and modest expense associated with the style insured that its popularity would be rekindled and the style re-emerged as a frequently built type in the 1940s. . . . Built most often with three-bays, the one-story dwelling is generally of frame with clapboard siding. The roof has an average pitch, lacks any exaggerated over-hanging eaves, and is unadorned by dormers. In some versions, there is no porch or roof protecting the door (Chase et al. 48-50).

Bungalow

The bungalow is easily identified based on its distinctive characteristics. A one or one-and-a-half story house with ground hugging outline, it may be constructed of any material—frame, brick, stone, concrete block—and may be clad in wood siding, or any combination of these materials. The low pitched roof may be a side-gable with the line of the roof oriented parallel to the street, a front-gable roof with the line of the roof perpendicular to the street, or a hipped roof. Regardless of the roof style, it will have deep, over-hanging eaves usually supported by simple, substantial brackets, The bungalow characteristically is graced by a broad porch across the front façade and anchored by corner pillars. . . . Bungalows are found in virtually every Wilmington subdivision laid out prior to 1930, a favorite house style for suburban dwellers (Chase et al. 50).

Front-Gable Cottage

The front-gable cottage was another plain, inexpensive dwelling style popular in the early years of the twentieth century. . . . Marketed by Sears between 1908 and 1916, the one-

and-a-half story dwelling has two or three bays. The roof, which has an average pitch, is occasionally broken by a modest cross-gable dormer. Most commonly of frame construction with a clapboard exterior, the house may also be of concrete masonry with stucco or brick exterior. The entry door is often sheltered by a porch that may extend across part or all of the front façade. . . . The earliest versions of the style are noteworthy for their lack of decoration. Many Wilmington subdivisions have interpretations of the front-gable cottage, but almost all are the more modest one-and-a-half story version (Chase et al. 52)

Minimal Traditional (ca. 1935-1940)

With the economic depression of the 1930s came this compromise style which reflects the form of traditional Eclectic houses, but lacks their decorative detailing. Roof pitches are low or intermediate, rather than steep. . . . Eaves and rake are close, rather than overhanging as in the succeeding Ranch style. . . . These houses were built in great numbers in the years immediately preceding and following World War I they commonly dominate the large tract-housing developments of the period. . . . They were built of wood, brick, stone or a mixture of these wall-cladding materials (McAlester 478).

Ranch (ca. 1935–1975)

[Ranch houses] gained popularity during the 1940s to become the dominant style throughout the country during the decades of the ‘50s and ‘60s. The popularity of “rambling” Ranch houses were made possible by the country’s increasing dependence on the automobile. Streetcar suburbs of the late nineteenth and early twentieth centuries still used relatively compact house forms on small lots because people walked to nearby streetcar lines. As the automobile replaced streetcars and buses as the principal means of personal transportation in the decades following World War II, compact houses could be replaced by sprawling designs on much larger lots. Never before had it been possible to be so lavish with land, and the rambling form of the Ranch house emphasizes this by maximizing façade width. . . . Asymmetrical one-story shapes with low-pitched roofs dominate. Three common roof forms are used: the hipped version is probably the most common, followed by the cross-gabled, and finally, side-gabled examples. Builders frequently add bits of traditional detailing. . . . Ribbon windows are frequent as are large picture windows in living areas. Partially enclosed courtyards or patios, borrowed from Spanish houses, are a common feature (McAlester 479).

In addition to residential building types located within a subdivision, a wide variety of early twentieth century commercial building types developed in relation to automotive development. LeeDecker et al. define commercial roadside architecture as reflective of transportation enhancements, both in proximity to the roadside (and major conduits) but also in historic use which directly promotes automobile travel. In addition, commercial roadside architecture should also feature site plans and secondary design elements, such as parking lots, which directly relate to automotive use.

> In general, properties qualifying under this context should reflect the impact of the automobile on community growth and development after 1903, the first year of this context. In urban areas and larger towns, properties should reflect the shift of commercial development from Main Street to outlying zones more readily accessible by car, and to larger property lots offering sufficient space for customer parking. In rural areas, examples of roadside architecture may be found as isolated examples or in small groupings (such as a complex including cabin court, family restaurant, and pump island). Whether found singly or multiply, the properties should illustrate commercial activity that occurred in direct response to automobile use and travel. The most significant change affected by the automobile was the incorporation of the automobile into site plans. Qualifying properties should feature site layouts that facilitate customers arriving by car, such as drive courts or parking lots (LeeDecker et al. 311).

Auto Support Facilities–Service Stations and Auto Parts Stores

LeeDecker et al. define the earliest prototypical models as a small brick building with a paved yard and four gas pumps on a normal city lot. Prefabricated and standardized gas station designs became more common. While oil companies often promoted the use of distinguished signage and color schemes, the form of the property type itself was essentially a "decorated shed" notable for the lack of ornamentation. The building type design relied upon the repetition of primary "elementary forms" to convey automotive efficiency and cleanliness. Expansive glass surfaces were used to display (rather than conceal) the building's primary purpose. Popular early stylistic variations on the service station property type include a rusticated "cottage style" and a "box-with-canopy."

> Many old gas stations can be identified by the building's location on a corner lot, the canopy, and the islands where the pumps stood. Some stations no longer sell gas but still serve automotive needs; others have been converted into offices. Many stations have retained their original locations, but have constructed modern buildings on the sites. . . . Repair garages evolved from blacksmith shops and livery stables that offered repairs for wagons and carriages. The styles of these buildings remained similar, usually very plain brick or concrete block structures, with overhead doors replacing double doors in the late 1920s and 1930s. Frequently, garages were associated with automobile dealerships and gas stations, just as they are today. Surviving garages often retain their characteristic doors and often have piles of derelict parts of the premises. Some garages have been adapted to other uses, but the outline of the doors is generally an indication of an earlier auto-related function (Fischer 30-31).

Later variations of the property type feature the use of rounded corners, the abstraction of basic geometric forms, and curvilinear forms. However, both early and later service stations are visually significant for their use of signage, which may be considered a primary character-defining feature.

> In an effort to attract customers, oil companies developed standardized station designs and identifiable company colors and logos so that travelers away from home would feel comfortable purchasing their usual brand name gasoline from a familiar-looking station.

> Oil companies invaded the market of the auto repair shops and parts stores when they expanded their services to include oil and lubricants as well as tires, batteries and accessories. The addition of pits and lifts to the assemblage at the gas station encouraged customers to view the station as an alternative to the repair shop, making the full-service station a commonplace entity by the end of the 1920s (LeeDecker et al. 292).

It is important that auto service facilities demonstrate integrity through the retention of original or historic signage, interior fixtures, and fenestration.

Evaluation Criteria

The residential housing types may also be evaluated according to traditional National Register criteria, including integrity. Property types eligible for the National Register of Historic Places would, at a minimum, retain or possess specific extant character-defining features as described above. Accordingly, an example of a Queen Anne property type would be expected to retain decorative features and forms (such as turrets) that interrupt flat wall surfaces, while a Ranch property type would be expected to feature expanses of glass (including ribbon windows or large picture windows) and would be distinguishable for having relatively flat wall surfaces.

In addition, subdivisions considered for eligibility as districts under Criterion C, should demonstrate character-defining features, including street patterns and communal, common spaces, which clearly distinguish the settlement from surrounding features or residences. Typically, later subdivisions will have a more curvilinear plan but with less diversity in architectural style. General design characteristics within the subdivision need to remain in tact.

> The overall design and organization of space within a suburb's design may be defined by the arrangement of streets, the size and location of housing lots, the siting of dwellings within a building lot, and the disposition of common spaces such as walkways, playgrounds or parks. These design features may reflect picturesque naturalistic style, elements of the garden city or county club movements, or curvilinear patterns distinctive of the 1940s and 1950s. Distinctive architectural design may be present in a variety of building types, primarily dwellings, but also garages, carriage houses, community buildings, gatehouses and sheds. Buildings may reflect a cohesive architectural type and style with some variation (e.g. Cape Cod or fousquare) or they may reflect a variety of period styles such as revival or bungaloid. Information about the developer and the various architects and landscape architects and their interrelationship is important to understanding the evolution of the suburb and its design significance; it is also important for placing the suburb in the overall history of suburban development in the United States. . . . Significance under Criterion C will generally be based on design characteristics and require that distinctive design features remain intact (Ames 42).

In addition to evaluation under Criterion C, Ames provides further guidance for the interpretation of Criteria Consideration G, for resources which are less than 50 years. Ames notes that "As a general rule, a majority of resources (more than 50 percent) must have achieved fifty years of age before the district as a whole can be considered to meet the fifty year requirement" (43).

Property types that may appear to posses exceptional significance should be evaluated in specific regional contexts, alongside other comparable properties.

In addition to meeting specific criteria for age and design elements, National Register-eligible properties should also be expected to retain key character-defining features specific to each property type and site, as well as general integrity features. Below are summarized integrity criteria for property types related to residential subdivisions described in the theme "Urbanization and Early Suburbanization":

- Location–defined by location to transportation and periphery of urban areas;
- Design–a large subdivided parcel, housing as single family detached dwellings, planned variation of house types, self-contained interior road system, park-like landscaping;
- Setting–open, low-density park-like appearance;
- Materials–"whenever built, the great majority of dwellings in the subdivision must retain the key exterior materials";
- Workmanship–reflected in the attention to detail in the infrastructure of the subdivision; and
- Feeling–later automobile suburbs show lower density, more architectural uniformity, and features reflecting the automobile (Ames 40)

In addition, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, includes specific information that details the application of evaluation criteria. According to the bulletin:

> Criterion A recognizes properties with single events… or with a pattern of events. …The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town… Moreover, the property must have an important association with the event or historic trends, and it must retain its historic integrity (National Register 12).

To be eligible under Criterion A, a property must have a close, important association with events and trends defined in the historic context. Furthermore, eligible properties must retain key design features which define its property type:

> Design is the combination of elements that create the form, plan, space, structure, and style of a property. Design includes such elements as organization of space, proportion, scale, technology, ornamentation and materials. . . . A property must retain the key exterior materials dating from the period of its historic significance. If the property has been rehabilitated, the historic materials and significant features must have been preserved (National Register 44-45).

To be eligible under Criterion B, a property must be clearly identified with individuals who have played an important role in State, local or national history. According to the bulletin:

> Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. 'Persons significant in our past' refers to

> individuals whose activities are demonstrably important within a local, State, or national historic context. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements (National Register 14).

To be eligible under Criterion C, a property must be a distinctive representation of recognized design features. According to the bulletin:

> A property must meet at least one of the following requirements: embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; represent a significant and distinguishable entity whose components may lack individual distinction" (National Register 17).

To be eligible under Criterion D, a property must have the demonstrated potential to contain important information useful in the understanding of history or prehistory. According to the bulletin:

> Criterion D has two requirements, which must both be met for a property to qualify. . . . Under the first of these requirements, a property is eligible if it has been used as a source of data and contains more, as yet un-retrieved data. A property is also eligible if it has not yet yielded information but, through testing or research, is determined a likely source of data. Under the second requirement, the information must be carefully evaluated within an appropriate context to determine its importance. Information is considered "important" when it is shown to have a significant bearing on a research design that addresses such areas as : 1) current data gaps or alternative theories that challenge existing ones or 2) priority areas identified under a State or Federal agency management plan. . . .
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> While most often applied to archeological districts and sites, Criterion D can also apply to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of important information (National Register 21).